

It has been found that the silicone rubber applied to the exterior of the air-bag provides various disadvantages in that the silicone rubber is tacky and therefore exerts a high friction. Consequently, during deployment of the air-bag, the air-bag may stick to the glass or the material forming the "B"-Post of the vehicle, thus leading to distortion of the air-bag during the inflation process. Should the air-bag contact the passenger or occupant of the vehicle during the inflation process, the air-bag may impart an abrasion wound.

Summary of the Invention

The present invention seeks to provide an air-bag in which the disadvantages of the exterior-coated air-bag as described above are obviated or reduced.

According to one aspect of this invention there is provided a method of fabricating an air-bag, the method comprising the steps of forming a bag from at least one layer of fabric, introducing a sealant into the bag and blowing the sealant into contact with the interior of the bag with a propellant gas so that the sealant material forms a sealant layer on the interior of the bag.

In one embodiment the sealant is in the form of a parison of a synthetic polymer material carried on a mandrel, said blowing step consisting of injecting said propellant gas through the mandrel.

Conveniently the parison is coated with adhesive.

In an alternative embodiment the sealant is introduced into the bag in the form of an aerosol or a suspension of powder in the propellant gas.

Preferably the sealant is formed of polyamide, polyester, polyvinylchloride or polyurethane silicone.